

FAMINE THREATENS FREE CAPITAL

Paris Food Supply Cut Off
by General Railroad
Strike.

MILITARY MAY TAKE CHARGE OF TRAINS

Army Caught at a Disadvantage by
Railway Employees—Violence
Reported in Provinces.

PARIS, Oct. 12.—Complete industrial stagnation threatened France today, growing out of the great railroad strike, which has already extended to every railroad of importance in the republic.

With Paris practically isolated from the rest of Europe and famine threatening the populace, the situation attained its most critical aspect today.

The electricians and employees of the omnibus city and suburban lines today considered the advisability of seizing the present opportunity to present a strike ultimatum.

At Bois des Colombes today 300 strikers invaded railroad property and held up two freight trains, breaking open the doors of stock cars and allowing the cattle, which were being transported, to escape. The men were returning from a mass meeting at Becon. Several cars were overturned, and the situation became so acute finally that soldiers were asked for to quell the rioting.

The employees on the suburban lines of the Paris, Lyons, and Mediterranean at a meeting decided to quit at 10 o'clock tonight.

Famine Threatens City.
Famine is already at the gates of the city, in which the inhabitants are rapidly consuming the remaining food supplies.

Extremists in the cabinet are advocating the use of soldiers to operate the trains, and Premier Briand is reported to have urged that the entire situation be placed in the hands of the minister of war, with full authority to take the most drastic measures.

Already the government has taken radical steps to prevent violence. Soldiers have been stationed along the affected lines and massed in cities which have been the greatest centers of unrest.

The strikers have begun to tamper with the brakes on the various trains. They are detaching telegraph lines and railroad signals, so that it is dangerous to run trains even with army engineers in charge.

A strike of the employees on the Metropolitan railway, owning the operating all the Paris underground system, is also being favored by the present situation of the city.

Telegraph and telephone wires were cut today, making the dispatching of trains impossible. The strike of the telegraph and telephone men is reported to be the most serious of the Western railroad was closed today.

The food situation is rendered more desperate by the action of the Confederation of Railway Unions today in voting to include in the tie-up of the Southern and Eastern railways controlled by the state. This now shuts off the food supply of the city from every quarter. There is no means of bringing aid to the citizens, if the present situation continues, except by the primitive means of pack horse and peasant. With money they are helpless, the Parisians will go hungry in their homes tonight.

Prices Going Up.
Prices for food stuffs are soaring hourly. Quick to take advantage of the city's plight, merchants are reaping a harvest. The poor of the city will suffer doubly in the present situation. Accustomed to living close to their incomes, thousands of families have no food supplies beyond the day's needs. Thus they are the first to go to the stores, and the first to feel the advance in prices. The government is endeavoring to bring relief to the poorer quarters.

Every vehicle available had been pressed into service to convey thousands from the city to the suburbs. American travelers are paying from \$300 to \$500 for automobiles to carry them to Cherbourg, where they can take steamer and escape from the strike-ridden land.

The cutting of the great trunk line to the coast has prevented railway communication with England through the ports of Havre, Dieppe, Breton and Cherbourg. Among those who have been caught in France and inconvenienced are several Americans who have planned to sail this week for America to take part in the general tournament.

Dissemination cropped up in the confederated union today which gave the strikers hope. The executive committee of the confederation protested against a general strike and appealed to various branches of the union to resist the agitation of those forcing a general tie-up.

Violence in Provinces.
While the ministry has placed the railroads upon a military basis, employing the same methods as in the great telegraph strike, strikers today look to the railway trains even if the service should be installed because of reports which came in from the provinces today. These reports said that the strikers had torn up sections of the rails and were prepared to dynamite bridges if the government attempted to operate the roads.

President Fallieres arrived in this city today from his country to see upon a special train, to deal personally with the crisis. The line over which President Fallieres traveled was guarded by soldiers. It was said that the president would ask for personal conferences with the strike leaders and attempt to force through settlement negotiations.

More than 80,000 men were affected early today, with this number being augmented hourly.

The railroad men chose a time when the army is at a low ebb for their coup. The men of the 1908 class have just finished their service, and the army is made up principally of recruits.

May Become Mutinous.
The strikers who are on the army reserve lists have voted not to respond to calls for military service. If the call should be made the strikers would thus be placed in the light of mutineers.

The Paris terminals today looked like scenes in actual warfare. Soldiers with fixed bayonets patrolled the stations, while the municipal guards in full regiments and glittering side arms also were massed about the terminal. In addition to these, gendarmes with sabers added to the military precautions.

This was looked upon as the critical day. Both sides prepared to take definite steps—the strikers to extend the stagnation and the government to break the backbone of the situation by establishing a train service under the supervision of the military. Violence was anticipated here and elsewhere.

Two trains, manned by the military and heavily guarded, left Havre today over the Western railway.

Railroad Strike Situation in France Today

Famine threatens Paris, through the cutting off of food supply by tie-up on all lines entering city.

Railroads connecting with the ports are helpless, and departure from France by train is wholly impossible.

Strikers are tampering with railroad signals; property of the railroads being destroyed; Premier Briand recommending that the minister of war be placed in full charge of the situation.

Prices are soaring in the city. Thousand pay great prices for vehicles in which to escape from the city.

ALLEGED SWINDLER HELD FOR INQUIRY

Two More Charges are Filed Against "Sir Frederick Grey."

(Continued from First Page.)

A person who looked like a lawyer's clerk had the cell with me. It's a badly outfitted cell, that's what it is, and I'm getting jolly well tired of it."

Answered Advertiser.
With which remark Grey returned to his cell, there to ruminate on the tenor of fate that causes a peer to room with a lawyer's "clerk," even though the latter got off in court this morning with a \$5 fine and his lordship will have to remain in chancery for another week before his case will come up.

According to the story told by George A. F. Henderson, a machinist at the navy yard, he answered an advertisement in a local paper which said that a confidential secretary was needed by a diplomat, and Henderson applied for the job, only to be told that a bond of \$500 was needed before he could have the place.

Henderson states that he went out and collected the money, which he paid to the supposed lord, who promised to pay him 10 per cent on the money. Just as the transaction was about to be completed, Detectives Burlingame and Woodson, who had been on the trail of the man for some time, stepped into the room and announced that he was under arrest.

The information on which the detectives were working was furnished by E. A. Geneste, of 25 Fifth street south-east, who had been on the money. He became suspicious and reported the matter to the police. The arrest of "Sir Frederick" followed. The police say that they found \$300 in cash and a receipt for the \$500 which Henderson claims to have given Grey, in the latter's pockets.

Wife Now 2 Is Back To Help Her Husband.

Mrs. Bubel Appears Before Grand Jury in Deitch Case.

No longer is Mrs. Annie Bohn Bubel, Charles Bubel's second wife, the only woman in the Deitch case. Mrs. Bubel appeared before the grand jury just before that body adjourned yesterday afternoon and testified as to her marriage to Deitch in Washington last June. At first it was thought that Mrs. Bubel had gone to Passaic, N. J., her former home, but it was stated today that she simply made a trip to Baltimore, being un-der the impression that a summons had been issued for her appearance before the grand jury.

It became known today that Mrs. Bubel has retained James A. O'Shea, a prominent Washington attorney, and will make a vigorous legal fight to obtain the freedom of Deitch, as well as protect her own interests. Her position now is that she was innocent of any intentions of trying to win the freedom of Deitch with a knowledge that he had a wife in Russia. She had no knowledge of Deitch having been married before and believes that his alleged marriage in Russia to the woman who trailed him across the ocean was illegal in any event.

With the same devotion that she has manifested since Deitch's arrest, Mrs. Bubel is determined to remain firm in her determination to obtain his release, if possible, and Attorney O'Shea will defend Deitch in the event of his indictment by the grand jury.

CITIZENS MEETING PLANS FOR FUTURE

When the National Manufacturers' meeting convenes in this city October 24 arrangements will be completed for the members of the Rhode Island Citizens' Association to attend the sessions of October 28 in a body.

This decision was reached at the meeting and entertainment of the association held last night in Odd Fellows Hall, Twenty-first street and Rhode Island avenue northeast.

Before the discussion of the coming meeting of the manufacturers, a musical program was rendered.

Those who contributed to the musical side of the entertainment included: The Rhode Island Avenue Quartet, consisting of Messrs. Cook, Cook, and Allen; Miss Dorothy McGill, C. R. Allen, and I. R. Schwaiger.

Charles Torbin contributed a mandolin solo; Prof. Harry Hill presented his slight-of-hand turn, "The Bottle of Mystery." Miss Norma McGill danced, Eddie Roth appeared as a dialect comedian, and Miss Osceola Amis was heard at the piano.

MAY SELL INDIAN LANDS.
MUSKOGEE, Okla., Oct. 12.—Steps are being taken today for the sale of the unallotted lands of the Five Civilized Tribes of Indians, as a result of a conference between Secretary of the Interior R. A. Ballinger and Commissioner George Wright last night.

CONGRESS ACCUSES DEITCHS IN INQUIRY

Alexandria Body Fails to Order Probe of Members' Right to Seats.

WASHINGTON TIMES BUREAU, ALEXANDRIA, Va., Oct. 12.

As predicted in yesterday's Washington Times, the question as to the right of certain members of the common council to hold their seats was raised at the meeting last evening.

The question arose on a motion made by Howard H. Smith, councilman from the Second ward, who moved that a committee be appointed to begin an investigation.

Mr. Smith stated he understood that the right to his own seat had been questioned, and he read a section from the code of Virginia sustaining his right.

This action of Mr. Smith brought forth debate in which President Snowden, Councilmen Leadbeater, Chauncey, Birrell, Williams, Brockett, and Marshall participated.

No action was taken in the matter and the regular business proceeded.

The following committees were appointed:

Finance—Aldermen Hill and Field, Councilmen Burke and Marshall.

Light—Aldermen Fitzgerald and Brill, Councilmen Harrison, Brumback, and Spinks.

Streets—Aldermen Summers and Ogden, Councilmen Leadbeater, Brill, and Birrell.

General laws—Aldermen Hallenger and Field, Councilmen Smith and Moore.

Public property—Aldermen Ballenger and Summers, Councilmen Swan and Chauncey.

Poor—Aldermen Hill and Summers, Councilmen Yates and Williams.

Claims—Aldermen Brill and Ogden, Councilmen Burke and Brockett.

Police—Aldermen Brill and Ballenger, Councilmen Yarnall and Brockett.

Schools—Aldermen Field and Fitzgerald, Councilmen Brill and Monroe.

Semaphore Tribe, No. 35, Order of Red Men, held a meeting at its hall, in this city, last evening, which was largely attended. W. P. H. Keene, of Washington, D. C., was the guest of honor, and was accepted, and H. Noel Garner was elected to fill the vacancy.

Great Deputy Sachem J. William May raised the newly elected officer to his position.

"Discovery Day" will this evening be celebrated by Fitzgerald Council, No. 50, Knights of Columbus, at St. Mary's Hall, in South Royal street, where the degree of the order will be exemplified, after which there will be a smoker.

A meeting of the board of directors of the Retail Merchants' Association will be held this evening, when several new firms will be elected to membership.

In the corporation court, Judge L. C. Barley, presiding, today, the following cases are being tried: Henry C. Crotcher, executor of T. B. Saulnier, vs. A. B. Rittenour, suit for debt; E. B. Baker & Co. vs. Virginia Glass Company, motion for summary judgment; Frank J. Peterson vs. Washington, Alexandria and Mt. Vernon railway, appeal from justice of peace.

The special grand jury which was summoned for October 18 has been postponed until October 19, at 9 o'clock a. m.

The new Elks' hall was this afternoon opened for the members and their friends for the first time. There was no special program.

An illustrated lecture on "Korea" was given in the old First Presbyterian Church, at Washington street last evening, by the Rev. J. R. Sevier, pastor of Second Presbyterian Church.

Services appropriate to the Day of Atonement will be held in the Jewish Synagogue, in North Washington street, at 8 o'clock.

The Rev. M. Kronegold, of Cincinnati, will officiate. Services will also be held at the synagogue Thursday morning at 10 o'clock.

A social and bazaar will open next Monday evening at Odd Fellows' Hall, in North Columbus street, under the auspices of Oriental Lodge, No. 4, Knights of Eastern Star. The bazaar will continue six nights.

The football team of the Episcopal High School will play the following schedule of games: October 15, Jacob Tome Institute; October 22, Central Wash. School; October 26, Alexandria Athletic Club; October 29, Fredericksburg College; November 5, Baltimore Polytechnic School; November 9, George Washington University; Fishbourne Academy; November 19, Woodbury Forest School.

FAVORITISM CHARGE OF SCHOOL ATHLETES

Say Cadet Flunkers are Favored by Teachers, While Teams Suffer.

Athletes at Technical High School are preparing to file a protest against what they claim is a discrimination against the athletic teams in favor of the cadet organization.

The protest probably will be brought to the attention of the high school teachers who have direct charge of athletics.

It is claimed that the scholarship exactions made upon men who are taking part in athletics are unduly severe, while the men in the cadet ranks, with the exception of the officers, are allowed to keep on drilling irrespective of their standing in studies.

The minute an athlete falls behind in his studies he must cease athletic activities, according to an ironbound rule.

This fact worked havoc in the baseball and football teams of several high schools.

Some star players were declared ineligible on the eve of games that decided championships in both series.

The athletic men want to call the attention that there is no such restriction in the case of cadets who are permitted to drop out and are allowed to go the competitive grill field even though they have failed in their studies.

PROF. F. H. DIXON CHIEF STATISTICIAN

Prof. Frank Haigh Dixon has been appointed chief statistician of the Bureau of Railway Economics, the organization recently established here by the railroads for the study of general economic interest in the field of transportation.

Prof. Dixon will have double duties, as he is also chief of the bureau and head of the department of political economy at Dartmouth College. He will divide his time between Washington and Hanover as may be necessary.

COLUMBUS LANDING TO BE CELEBRATED

Discovery Day Program Arranged by Knights for This Evening.

More than 500 Knights of Columbus of the District will participate at their hall tonight in the celebration of Discovery Day, the anniversary of the day on which Columbus landed on San Salvador and opened the way for the civilization of a new continent, October 12, 1492.

An elaborate musical and literary program has been arranged by a special committee, and some of the best known singers and speakers in the city will lend their services to make the occasion entertaining. Several actors from local theaters have accepted invitations to entertain.

Among the speakers will be Judge William H. De Lacy, of the Juvenile Court; the Rev. Dr. William P. Russell, pastor of St. Patrick's Church, and Charles W. Darr.

The program will be opened at 8 o'clock with an organ recital, followed by patriotic songs played by an orchestra of twenty-five pieces.

A resolution will be introduced tonight to initiate public sentiment in favor of having Discovery Day made a legal holiday in the District, as it is in fifteen Northern States. The bill has been reported on favorably by the Judiciary Committee of the House, and has a good chance to become a law, it is said.

The Knights of Columbus hall, at 605 E street northwest, has been elaborately decorated with flags and bunting, and presents a gala appearance.

The only recognition taken of the anniversary by the Federal Government was an order from the Treasury Department, directing the subtreasuries in New York and Chicago to close as far as public business was permitted.

Big Day in Chicago.
CHICAGO, Oct. 12.—Chicago will witness today the most extensive celebration of the discovery of America since the World's Fair. A brilliant historical pageant portraying the departure of Columbus from Cadiz and his landing in America will follow a Parade by 50,000.

Public buildings and many business establishments closed for the day, which was made a public holiday by the last Legislature.

Interest centers in the pageant in Jackson Park. One hundred and sixty men, women, boys and girls will enact, in the costumes of the Columbian period, the reception of Columbus at the court of Queen Isabella, his embarkation and his landing.

New York Celebrates.
NEW YORK, Oct. 12.—The 41st anniversary of the discovery of America by Christopher Columbus was observed on an elaborate scale here today. There were two big parades and nearly a dozen smaller ones, the stock and cotton exchanges and all banks and brokerage houses were closed and thousands of stores were shut up. The Italian flag was hoisted in many sections, especially upon the East Side, where it was displayed side by side with the Stars and Stripes.

Five thousand boys scouts in line was a feature of the Brooklyn Columbus Day parade. Another impressive feature was the review of school children in line by Cardinal Vannetti.

The Vital Records.

Births.
Francis M. and Nellie N. Shore boy, Gurnon R. and Eleanor C. Scott, boy, Adams and Agnes Chee, Agnes Chee, Russell R. and Catherine R. Bohn, girl, Thomas J. and Ellen M. McGrath, girl, Howard A. and Mary L. Jones, boy, James T. and Mary V. Began, boy, Albert I. and Lillian M. Crampton, boy, John M. and Mary F. Ward, girl, William W. and Myra L. Spencer, girl, Charles E. and Lillian M. Spencer, girl, Halvor and Margaret L. Paulsen, girl, Lewis and Emma M. Duncan, girl, William and Ira Jane Caton, girl, George H. and Bessie A. West, girl, Steven and Emma I. Self, boy, Otto and Bertha Kroll, girl, Elizee and Rebecca Faina, boy, Giuseppe and Savio Fiano, girl.

Marriage Licenses.
Leather A. Eagan and Rosie B. Lanthorn, both of Washington, Charles R. Wallace, of Stubeville, Ohio, and Rose M. Beach, of Washington, D. C., George E. Lambert and Phebe E. Tucker, both of Fairfax county, Va. John B. Egan and Bertha M. Guy, both of Richmond, Va. John J. Farrell, of Chicago, and Lottie B. Miller, of Washington, C. Farrand March, of Rapid City, S. D., and Estelle J. Carroll, of Washington, George M. Papham and Eleanor E. Gupst, both of Washington, Martin Andrews and Frances C. McCauley, both of Washington, Ford Sweetman, of Fairfax, Va., and Susie Jeffries, of Warrenton, Va. William F. Tatman, of Haverhill, Ohio, and Alphonette E. Wood, of Bethel, Ohio. John C. Cif, of Cif, and Maud L. Dean, both of Baltimore, Md. William H. Potee and Eleanor E. Harvey, C. M. Dent, and Catherine M. Walsby, both of Washington, Louis Clemis and Katie Jerage, Thomas J. MacSpelden, and Myrtle C. Koonz.

Deaths.
William P. Titcomb, 71 years, 227 Q street northwest, Harry B. Dent, 38 years, Tuberculosis Hospital, Mary Rutherford, 20 years, 218 Third street northwest, Patrick Kilgan, 74 years, Government Hospital for the Insane, Ann E. Allen, 7 years, Government Hospital for the Insane, Annie Lockhead, 63 years, 471 Maryland avenue southwest, Margaret Phillips, 40 years, 110 I street northwest, James H. Barr, 55 years, 614 I street southwest, Charles S. Des Fontes, 63 years, 3523 Tenth street northwest.

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POVERTY'S PLEA OF RAILROAD HEADS

President McCrea, of Pennsylvania, and Counsel on Stand.

(Continued from First Page.)

had been accumulated over and above dividend interest charges, and operating expenses.

In concluding his preliminary statement President McCrea said that there had been no growth of business during the past year, that the Pennsylvania system in operation seemed impossible; that the expenses of running the system had grown, and that the only way in which it would be possible for his company to maintain its service and strengthen its credit would be through increased freight rates.

When the railway official had concluded Mr. Brandeis began a series of questions to show that the Pennsylvania was earning more money than necessary to meet its actual expenses and to maintain its credit on the market. He said he proposed to show by the company's own reports that any further increase in freight charges was an unnecessary burden upon the shippers, and therefore upon the public.

In answer to a question whether or not the Pennsylvania had received during the last year paid to its stockholders in dividends and in cash equivalents 14 per cent on their investments, Mr. McCrea admitted that it had. He qualified that admission, however, by saying that an extra stock dividend had become available, but that it had not been earned in the past year.

Also \$14,000,000 Extra.
Going a little further counsel for the shippers asked the railway officials if his company did not accumulate a surplus last year, in addition to the 14 per cent dividends, of something like \$14,000,000. This, Mr. McCrea also vouched for.

When, however, Mr. Brandeis asked if the Pennsylvania had not earned for its stockholders and paid to them in one form or another an average of 14 per cent each year for the last ten years, Mr. McCrea failed to recall. He did say later that he owned stock in the company and that he had not received any such fabulous return for his individual investment.

The construction of the new Pennsylvania terminal in New York, at a cost of \$10,000,000, was made the subject of inquiry today. Mr. McCrea said that the company did not hope to receive any material return from that investment. He said that the costly work was authorized in very much the same way that the Government had authorized the building of the Panama canal. It was desirable, he said, but not a paying investment.

This gave the counsel for the shippers the opportunity to declare to the commission that Pennsylvania railway had no right to exact revenue from its shippers in order to pay interest on non-productive investments, such as Mr. McCrea had described the New York terminal to be.

Commuters' Rates Remain.
At this point, the question was asked if the Pennsylvania had not increased its commutation rates out of New York in order to meet the expenses of maintaining the New York terminal. Mr. McCrea replied that it had not and furthermore the company did not propose to use the new station for commuters.

Also Mr. Brandeis asked if it were not the purpose of the Pennsylvania to extend its freight business into New England as a result of its vast expenditures in New York. He asked in the same connection if the Pennsylvania was not gradually increasing its holdings in New York, New Haven, and Hartford for the purpose of ultimately controlling the business of New England.

Both Mr. McCrea and Mr. Gowan resented this question and the commission did not insist upon an answer. It was not regarded as pertinent to the inquiry in progress.

During the cross-examination Mr. McCrea declared that while his company had advanced the wages of its employees during the last ten years approximately 33 per cent, he said that they were not as well paid as in 1900. This, he said, was due to the present industrial conditions which had operated to greatly increase the cost of the railroad.

At the same time Mr. McCrea said that the cost of living to the stockholder of the railroad had increased.

proportionately, and that it was only fair and just that his rights in this connection be also recognized by the Commission.

Mr. Brandeis resurrected a bit of history when he asked Mr. McCrea if under the old "community of interest" plan, whereby the Pennsylvania was enabled to control the competing lines running east and west, his road was not making more money "per ton per mile" than it was making now.

Agreement Necessary.
To this Mr. McCrea replied frankly that industrial conditions ten years ago made it imperative that the community of interest system prevail. Otherwise, he said, many roads in direct competition would have become insolvent and railway development would have been arrested. He did not testify as to the earnings under that system, but defended the plan whereby rate wars between carriers were avoided.

The members of the commission took practically no part in the examination of the witness today. They allowed the attorneys to develop all the testimony and reserved their questions until the cross-examination was concluded.

There were many railway attorneys present today watching the proceedings. Among them were Charles Heiser, of the Reading; H. A. Taylor, of the Erie; E. Reynolds, of the Erie; J. B. Kerr, of the New York, Ontario and Western, and Edgar H. Bowles, of the Lehigh Valley.

Among the representatives of the shippers were D. O. Ives, chairman of the executive committee of the Eastern Commercial Association, Pittsburgh; Francis B. James and J. H. Atwood, of Cincinnati, representing the National Industrial League, and E. A. Beck, of Baltimore.

"I'M NOT A LEPER," ASSERTS PATIENT

Until Dr. C. Augustus Simpson, a skin specialist, who declared a native of Colombia, South America, a leper, returns to Washington from his honeymoon, there will be no further developments in the case.

The leper, who is connected with one of the legations in Washington, is much incensed over the decision of Dr. Simpson, who, the man declared today, made only a cursory examination of him.

Dr. Woodward, Health Officer of the District, today was emphatic in opposing the latter's diagnosis. Dr. Woodward said he is certain the man does not have the dread disease.

The patient has several small marks on his left arm just above the wrist, which he says have been there for a year or more. One side of the arm is not sensitive to touch. It has never given him pain or trouble of any kind, he went to Dr. Simpson for an examination.

The Colombian has discussed his case with the minister of the legation with which he is connected, and he intimates that he will take some action to establish his right to stay in the city, but is not a sufferer from leprosy.

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